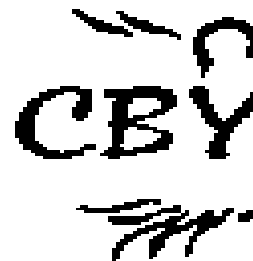


# BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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[www.cbyc.co.uk](http://www.cbyc.co.uk)

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**FOR SALE** SHIPMATE SENIOR 'SNOWDROP'. 16' 3" Trailer Sailer/Dayboat, new standing rigging 2000, new lifting keel wire 1999, mainsail, genoa and jib, with trailer. Small but perfectly formed. Simple, minimum-maintenance sailing, £1300 for quick sale. 01873 830041 Chris Merriman. Free to a good home, old yellow horseshoe lifebuoy with s/s mounting. tel. 01453 752010. Thumberlina boat for sale. Classic Bermudan rigged sloop Reg No FB 549 Inboard Yanmar 10 diesel engine built 1974 Refitted and anti-fouled June 2001 Lying Penarth marina £5,500.00 Tel 01446 743959 Day time. Foxterrier, trailer sailer with spacious accommodation. Trailer, new Mercury, good condition and equipment. £5500. John Taylor, 02920890885. 'TOPSY 2' - 19ft, 4-berth, bilge-keeled sailing boat. Fully rigged, 4hp Mercury outboard, VHF, etc. View at CBYC, nearest mooring to clubhouse. £2500 or reasonable offer for quick sale. Contact Jeff Dyas 07775774418. The South Wales Police Yacht Club, which as you know includes most of the Pagan syndicate, has bought a Cork 1720 to sail in the bay and area, which will be arriving within a couple of weeks. We are putting our flying fifteen Ffalstaff up for sale, £500.00 o.n.o. Anyone interested to contact me or Peter Pope/ Pat Tucker. I am on 02920 734803 or 07817108168, Peter on 01443 224507 or 0705 0035948, Pat on 02920 499611 my e mail is as per this message. PAGAN is also for sail to anyone with a spare £25.000.

**FLYING FIFTEENS** Although it's been the summer period where other family and holiday commitments clash with the sailing, there's still been a lot going on within the Flying 15 fleet. In the Summer Series at the club, Brian Marchant (2525), Jason Brace (509) and Irwin Wright (1421) have all posted good results. Sunday afternoon racing has now commenced, giving an extra opportunity to get on the water. Also, there are opportunities to practice racing skills on Wednesday evenings. All the details of these events are on the new dinghy website that Colin and Alex Farr are putting together. Stuart and Jenn Jones (1155) raced at the Classic Nationals at Largs and came 3<sup>rd</sup> in a very competitive fleet of 21. Following the Nationals Stuart has had to put his fifteen in for repair, but it should be back on the water for some of the forthcoming events and open meetings. Dates for the diary are Southern Area Champs 24-26<sup>th</sup> Aug at Hayling, South Cerney Classic on 7/8<sup>th</sup> Sept and Poole Classic on the 14/15<sup>th</sup> Sept.

**ANGLING SECTION** The Competition held on the 28<sup>th</sup> July was quite successful, with a few boats going out. [The turnout would have been better if this Comp. hadn't clashed with the Bristol Harbour Festival, which was well attended by C.B.Y.C. members. A very good weekend was had by all.] The best fish was a 10 lb Skate, [Salt Wind, Neil Barratt, Visitor], 2<sup>nd</sup>, 8 \_ lb Skate [ Salt Wind again. Skipper, Roger Winnett], and 3<sup>rd</sup> was a 6 \_ Bass, [Solitaire, "Oggy". a.k.a. Glynne Hopkins]. The next two Comps are on **Sunday 8<sup>th</sup> September** and **Sunday 22<sup>nd</sup> September**. Further details are on the section notice board. **We hope to see more members participating in comps throughout the summer months. Also, PLEASE remember to accurately complete the competition registration form, on the notice board, before sailing, as failure to do so will result in being ineligible to weigh-in.** The Section Committee visited the Rumney River Club recently and arranged an Inter-Club **COD ONLY** Competition. This will take place on Sunday 6<sup>th</sup> October Fishing from 0800 hrs -to- 2000hrs. Last weigh-in at 2015hrs. There will be BIG MONEY prizes, £100, £60 and £40 for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> heaviest cod. Prize-giving will take place at the Rumney River Clubhouse on Friday, 11<sup>th</sup> Oct. See notice board. The Annual Open Cod Competition has been arranged for October 20<sup>th</sup> and there will be £1,500 in cash and other prizes. The section is supporting two children's charities with this Competition, The NOAH'S ARK Children's Hospital Appeal and TY HAFAN, The Children's Hospice in Wales and will be making a donation to both, during the prize-giving after the Competition. **SO, PLEASE COME AND FISH THIS COMPETITION AND HELP US TO HELP OTHERS.**

From Syd Thomas. On behalf of my family and myself I would thank, The Commodore and all Club Members, particularly the Sailing Fraternity, for their kind thoughts and support during the sad loss of my wife, Jo.

**CREW WANTED** to help bring a Roberts 43 (Eclipse look-alike) up from east Africa to Med and ultimately to UK, Whole journey, part journey, or just two weeks, no problem. Boat currently on passage from Zanzibar to mainland Tanzania then up to Mombassa. Email for more details: [nobles48@yahoo.co.uk](mailto:nobles48@yahoo.co.uk)

**SUNDAY AFTERNOON** Dinghy Racing – A short series of late afternoon races is planned for all those Dinghy Sailors who: Cannot Get on the water by 10 am on Sundays Have not raced before Want to improve their race technique. The Series is Due to start the First Sunday in August at 4pm[start times may vary as the season progresses]For More Information CallBeth Pocock 20890951

**EDITORIAL** Editor - Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Fax 029 2049 2340. Mobile 07816 337904 E-Mail [enq@natures-table.co.uk](mailto:enq@natures-table.co.uk). Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Club contacts:- Fees - Helen Chubb - 029 2066 6627. Membership - Les Davies - 029 2076 2500. Moorings, pontoons, yard, haul-out - Barrie Metcalf - 029 2066 6627. Sailing Secretary - Jeremy Garside - 01446 775202. Cruisers - Les Davies - 029 2076 2500, Dinghies - Jeremy Garside - 01446 775202. Angling - Bryan Morgan - 029 2021 7910. Catering - Sue Jones - 029 2061 8043 or Mob. 07779 315609. Bar - 029 2022 6575. Social Committee - Dave Penning - 029 2061 7910.

Why not visit the Club web site at [www.cbyc.co.uk](http://www.cbyc.co.uk)

**BOLT HOLES ETC.** Depending on the reason that a bolt hole was required would affect the possible places to go.

The locations available between Sharpness and Portishead are;

- a) Lydney - the locks have to be booked in advance, so it would be very unlikely that you could get into Lydney in an emergency. In any case Lydney is only across the river from Sharpness so Sharpness would be the preferred haven.
- b) Thornbury Sailing Club - a creek just down stream from Oldbury Nuclear Power Station. Accessible two hours either side of high water. A very friendly club. There is a pontoon to tie-up to alongside. The creek dries to soft mud.
- c) Slime Roads - offers protection from South Westerlies. Vessels can anchor close to the North shore (there are permanent sail boat moorings on the shore), but allowance must be made for the rise and fall of the tide. There is no access ashore.
- d) Beachley ferry slip - this is one of the operating locations of S.A.R.A. (Severn area rescue association). S.A.R.A. are contactable via the coastguard (01792 366 534). S.A.R.A. have considerable experience in the use of these waters.
- e) River Wye - Also offers protection from the worst effects of the weather, but, sailing yachts have to be aware of the height restriction of the M4 bridge. I do not know the recommended/suitable mooring sites in the river.
- f) St Pierre - this creek is where the 'Chepstow and District Yacht Club' (also very friendly) have their moorings. Accessible two hours either side of high water. The entrance is tricky. Firstly, avoid the Charleston sands, enter using a transit then follow the withies marking the right hand bank. There is a pontoon along the bank, which dries to soft mud. The bank is inclined so be prepared to list.
- g) Portishead Hole - outside the marina at Portishead the hole is accessible for longer than the marina. Call the marina and ask for pilotage instructions.

**Observations:-** Between Portishead and Sharpness the tidal flow and number of hazards, makes this one of the most challenging inshore sea passages in the UK. It should not be undertaken without some consideration to the possible problems, which may be encountered. The rate of tide causes patches of short seas to be heaped up, especially in wind over tide conditions. Last year I was making passage from Sharpness to Portishead in my 32' sailing yacht when we hit such a patch between the two Severn bridges. I went below to check that the forward hatch was secure when the boat entered the patch. Suddenly, the fore cabin was plunged into darkness, as solid water (Bristol Channel's best brown) covered the forehatch. I estimate that the waves were about six feet high, but only about 30 feet between them, making the face of the waves very steep. The wind strength at the time was no more than force 4. Someone once told me that in places, the tide is so strong that if you anchor, the bow of the boat will be pulled strongly downwards. This could cause the boat to yaw dangerously to and fro, possibly springing the anchor. If you do anchor, it is essential that the warp is secured in the bow roller. Boats anchoring with the warp over the side have been rolled in seconds.

**Recommendations:-** Travel in company, with boats of similar size (i.e. they could tow you or you could tow them). If you need to tow, inform the coastguard (01792 366 534) who will then keep an eye on you. Do the trip with someone who is familiar with navigating these waters. Get a good weather forecast before setting out. - One year, we were leaving the canal in Sharpness and there was not a breath of wind. However, the forecast was a force 7, which we consequently took with a pinch of salt. By the time we were passing through the Shoots channel there were gusts of Force 8, in wind over spring tide conditions, this was a memorable passage. Every boat should be equipped for a sea passage (the RNLi runs a Seacheck scheme which will identify the requirements). Thick fog is not uncommon between Sharpness and the old Severn Bridge - a good GPS set is well worthwhile, as is the knowledge to use it safely. Carry at least one marine-VHF two-way radio. Have at least two reliable means of propulsion. Carry your anchor ready to deploy (but see previous notes on anchoring). In the event of engine failure (or no wind) it may at least prevent you from being carried on to a hazard. Do not cross the cooling water reservoir adjacent to the Oldbury Power Station. Call the emergency services sooner rather than later. In the swift tides a problem can become serious very rapidly. When following the transits (especially those that take you from one bank to the other near Oldbury), be aware that the strong tide will drift the vessel. Use a ferry glide technique to counter this. When leaving Portishead, leaving the river Avon, or passing through the shoots channel, contact Avonmouth Radio (VHF channel 12), they will advise you of any shipping movements, and are available to give pilotage advice. Prior to making a passage contact the 'Gloucester Harbour Trustees' website to ascertain whether there are any notices to mariners in force at the time for these waters (see <http://www.gloucesterharbourtrustees.org.uk/>). **Definitely not recommended but of interest to historians:-** Before the days of powered vessels, when there was no wind, sailing vessels could make passage on this section of waterway by being left to drift. There is a natural tendency for floating objects to stay in the quickest part of the stream (i.e. in the deep water, this is the same principle that keeps a ball balanced on a vertical jet of water). As the waters divided to pass around a hazard they would carry the drifting vessel around the hazard as well. When the destination was neared and steering was required a fouled anchor or large stone (these poor anchors were known as 'drudges') was dragged from the bow, this would slow the vessel down and produce a flow across the rudder. The boat could then be reversed towards the destination. N.B. the information contained in this email is given in good faith, I cannot guarantee that it is accurate nor comprehensive. I would like to point out that the skipper of each vessel is the person most able to judge his/her ability and experience, the ability and experience of the crew and the suitability of the vessel to make this passage. **As such, the responsibility to make the decision to go to sea lies solely with the skipper. This is the recognised view by legal precedence. I do not accept responsibility for any loss or damage caused either directly or indirectly by anyone acting on the information contained above.** Best Wishes John Filer'Fifth' Portishead Cruising Club.

**BCYC CRUISING 2003** By co-incidence I have been considering a cruise in company to the Scillies for next year, and know of at least one other boat which is interested.

I have not yet come up with any proposed dates as I was waiting until the B.C.Y.C. AGM where the dates of the other events in the channel will be available.

This year I ran a fortnight cruise starting at our Rally and ending at the Bristol Harbour Festival, hoping that our rally would provide a focus allowing boats to meet up in preparation for the off. As it happened doing this shaved the starting weekend and finishing weekend off the duration of the cruise and reduced the number of people interested.

For the trip next year we were planning to get crew and undertake a delivery trip to Penzance on the first weekend with partners and children joining us there (possibly doing the reverse on the last weekend). This would allow more time on the Scillies and also allow partners/crew not interested in long passages to make the Scillies.

Running this option in parallel would provide some flexibility in the cruise allowing people a choice. They could join in the Padstow celebrations, carry on to the Scillies and join in the delivery trip back.

From my experience of 'cruises-in-company' if novices (or smaller boat owners) are to be encouraged to join in, then a buddy system (or 'slow fleet' leader) would help their confidence.

As you point out there are a number of cruising choices once Padstow has been reached. Last year Julia and I called in to Newquay and had a very delightful stay. Also there is St. Ives, Hayle, Lundy and Clovelly. So, there is opportunity for a cruise-in-company along the Cornwall/Devon Coast, if there is someone available to lead it. There are a couple of websites with information about ports on the North Cornish Coast see <http://www.portisheadcruisingclub.org.uk/Links.htm#DistantClubs>

On the Millennium cruise, once Ireland had been reached the fleet split into smaller groups or individuals, which tended to meet up at the various ports. This allowed each skipper to cruise at their own pace and still have the advantages of cruising-in-company.

Would you like me to put a poster on the B.C.Y.C. website (see <http://www.bristolchannel.co.uk>) John Filer. P.C.C.